

California Environmental Protection Agency



Small Off-Road Engine Evaporative Emissions Test Procedure

TP - 902

**Test Procedure for Determining Diurnal Evaporative
Emissions from Small Off-Road Engines**

Proposed: August 8, 2003

TP-902
TABLE OF CONTENTS

Section		Page
1.	APPLICABILITY	1
1.1	Requirement to Comply with all Other Applicable Codes and Regulations.....	1
1.2	Safety	1
2.	PERFORMANCE STANDARDS.....	1
3.	DURABILITY DEMONSTRATION.....	2
4.	GENERAL SUMMARY OF TEST PROCEDURE	3
5.	INSTRUMENTATION.....	4
5.1	Diurnal Evaporative Emission Measurement Enclosure	4
5.2	Calibrations	6
6.	TEST PROCEDURE	9
6.1	Fuel Tank / Fuel System Preconditioning.....	10
6.2	Refueling and Hot Soak Test	11
6.3	Forced Cooling.....	11
6.4	24-Hour Diurnal Test	11
6.5	Calculation of Mass of Diurnal Evaporative Emissions.....	11
7.	TEST FUEL	12
8.	ALTERNATIVE TEST PROCEDURES.....	12
9.	REFERENCES	12

LIST OF TABLES AND FIGURES

TABLE	TITLE	Page
6-1	Diurnal Temperature Profile	11

FIGURE		Page
1	24-Hour Diurnal Test Sequence	10

**California Environmental Protection Agency
Air Resources Board**

Small Off-Road Engine Evaporative Emissions Test Procedure

TP-902

**Test Procedure for Determining Diurnal Evaporative
Emissions from Small Off-Road Engines**

A set of definitions common to all Certification and Test Procedures are in Title 13, California Code of Regulations (CCR), Section 2752 et seq.

For the purpose of this procedure, the term "CARB" refers to the California Air Resources Board, and the term "Executive Officer" refers to the CARB Executive Officer or his or her authorized representative or designate.

1. APPLICABILITY

This Test Procedure, TP-902, is used by the Air Resources Board to determine the diurnal and resting loss evaporative emissions from small off-road engines below 25 horsepower. Small off-road engines are defined in Title 13, California Code of Regulations (CCR), section 2401 et seq. This Test Procedure is proposed pursuant to Section 43824 of the California Health and Safety Code (CH&SC) and is applicable in all cases where small off-road engines are sold, supplied, offered for sale, or manufactured for use in the State of California.

1.1 Requirement to Comply with All Other Applicable Codes and Regulations

Certification or approval of any engine or evaporative emission control system by the Executive Officer does not exempt the engine or evaporative emission control system from compliance with other applicable codes and regulations such as state and federal safety codes and regulations.

1.2 Safety

This test procedure involves the use of flammable materials and operations and should only be used by or under the supervision of those familiar and experienced in the use of such materials and operations. Appropriate safety precautions should be observed at all times while performing this test procedure.

2. PERFORMANCE STANDARDS

The minimum performance standards for certification of evaporative emission control systems on small off-road engines or equipment that use small off-road engines is defined in CCR Title 13, Chapter 15, Article 1, Section 2754.

3. DURABILITY DEMONSTRATION

A demonstration of durability of the applicants evaporative emission control system is required prior to performing an evaporative emissions test.

Prior to the commencement of a durability demonstration, the applicant is required to submit and obtain approval of an evaporative emission durability test procedure. Once approved, a manufacturer is not required to obtain a new approval for an evaporative emission durability test procedure(s) unless there are changes to the evaporative family and/or components. The Executive Officer shall review the method based on the following requirements:

- The durability test procedure(s) should include a method to cycle and/or test the complete evaporative emission control system to demonstrate that the system remains effective for the duration of the engines useful life.
- The durability test procedure(s) should duplicate the effects of the flow of liquid and gaseous fuel through the evaporative emission control system, and the exposure (both peak and cyclic) to heat, vibration, and fuel slosh based upon the duration of the engines useful life.
- The durability test procedure(s) must actuate control valves, cables, and linkages, where applicable, for a minimum of 5000 cycles.
- The durability test procedure(s) must include specifications for acceptable system performance, including maximum allowable leakage and/or canister efficiency at the end of the engines useful life based on typical consumer use.
- The durability test procedure(s) must include a pressure/vacuum test of the engines fuel tank. The pressure/vacuum test must be performed prior to any preconditioning of the engines fuel tank. The pressure/vacuum test must pressurize the empty fuel tank, sealed with the OEM fuel cap, or a modified OEM fuel cap as required, to 4.0 pounds per square inch gauge (PSIG), or the manufacturer's upper design limit using room air heated to 120 °F, and then evacuate to negative 1.0 PSIG through the fuel outlet. The procedure must repeat the pressure/vacuum process until the tank has been subjected to not less than 1000 cycles in 8 hours \pm 1 hour.
- The durability test procedure(s) must include a slosh test of the engines fuel tank. The slosh test can be performed during the preconditioning period. A slosh test must be performed on a fuel tank filled to 50 percent capacity with CERT fuel. The fuel tank must be sealed with the OEM fuel cap. A laboratory orbital shaker table or similar device is then used to subject the tank to a centripetal acceleration of at least 2.4 meter/second² at a frequency of 2 cycles per second for one million cycles. As an alternative, slosh testing may be performed using the method specified in 40 CFR Part 1051 §1051.515 (c).
- For evaporative emission control systems that only use a carbon canister and do not pressurize the fuel tank, the durability test procedure(s) must include a method to ensure that the carbon canister has a minimum working capacity of 2 grams of vapor storage capacity per liter of nominal fuel tank volume. Working capacity is determined following the procedure in 40 CFR 86.132-96, Section (h)(iv). In addition, the durability test procedure(s) must demonstrate that the engine actively purges the canister and documents that the carbon canister system is effective throughout the useful life of the

engine. At a minimum, the durability test procedure(s) shall include thermal cycling and vibration exposure. For thermal cycling, the procedure must subject the canister to 100 cycles of the following temperature profile:

- Heat and hold at $60^{\circ}\text{C} \pm 2^{\circ}\text{C}$ for 30 minutes. (Up to 5 minutes is allowed for the temperature to rise and stabilize.)
- Cool and hold at $0^{\circ}\text{C} \pm 2^{\circ}\text{C}$ for 30 minutes. (Up to 8 minutes is allowed for the temperature to reach 0°C during the cooling period.)

For vibration exposure, at a minimum, the canister must be placed in a suitable test fixture while maintaining its specified orientation (as designed). Subject the fixture to a horizontal vibration force of $4.5\text{G} \times 60\text{Hz} \times 10^7$ times directed perpendicular to the base of the test fixture. Following the thermal cycling and vibration exposure tests, the carbon canister must be preconditioned with fuel vapor to develop a stable working capacity prior to determining the diurnal evaporative emissions.

4. GENERAL SUMMARY OF TEST PROCEDURE

A Sealed Housing for Evaporative Determination (SHED) is used to measure diurnal emissions. This method subjects test engines to a preprogrammed temperature profile while maintaining a constant pressure and continuously sampling for hydrocarbons with a Flame Ionization Detector (FID). The volume of a SHED enclosure can be accurately determined. The mass of total hydrocarbons that emanates from a test engine over the test period is calculated using the ideal gas equation.

This test procedure measures diurnal emissions from engines by subjecting them to a hot soak and diurnal test sequence. The basic process is as follows:

- Fill the engine fuel tank with fuel and operate at rated speed for 5-minutes
- Precondition the engines evaporative emission control and fuel delivery system
- Drain and fill engine fuel tank to 50% capacity with California certification fuel
- Purge carbon canister (if so equipped)
- Operate engine at rated speed for fifteen minutes
- Subject engine to a one-hour constant 95°F hot soak profile
- Soak engine for two hours at 65°F
- Subject engine to a 24-hour variable ($65^{\circ}\text{F} - 105^{\circ}\text{F} - 65^{\circ}\text{F}$) temperature diurnal profile

The mass of total hydrocarbons measured by the SHED over the 24-hour diurnal profile is compared with the performance standards in CCR Title 13, Chapter 15, Article 1, Section 2754.

Engines or equipment that meet the appropriate performance standard shall be considered compliant.

5. INSTRUMENTATION

The instrumentation necessary to perform evaporative emission testing for small off-road engines is the same instrumentation used for passenger cars and light duty vehicles, and is described in 40 CFR 86.107-96.

5.1 Diurnal Evaporative Emission Measurement Enclosure

The diurnal evaporative emissions measurement enclosure shall be equipped with an internal blower or blowers coupled with an air temperature management system (typically air to water heat exchangers and associated programmable temperature controls) to provide for air mixing and temperature control. The blower(s) shall provide a nominal total flow rate of $0.8 \pm 0.2 \text{ ft}^3/\text{min}$ per ft^3 of the nominal enclosure volume, V_n . The inlets and outlets of the air circulation blower(s) shall be configured to provide a well-dispersed air circulation pattern that produces effective internal mixing and avoids significant temperature or hydrocarbon and alcohol stratification. The discharge and intake air diffusers in the enclosure shall be configured and adjusted to eliminate localized high air velocities which could produce non-representative heat transfer rates between the engine fuel tank(s) and the air in the enclosure. The air circulation blower(s), plus any additional blowers if required, shall also maintain a minimum air speed of 5 mph near the fuel tank of the test engine. The Executive Officer may adjust air speed and location to ensure sufficient air circulation around the fuel tank. The air speed requirement may be satisfied by consistently using a blower configuration that has been demonstrated to meet a broad 5-mph airflow near the engine's fuel tank, subject to verification by the Executive Officer.

The enclosure temperature shall be taken with thermocouples located 3 feet above the floor at the approximate mid-length of each side wall of the enclosure and within 3 to 12 inches of each side wall. The temperature conditioning system shall be capable of controlling the internal enclosure air temperature to follow the prescribed temperature versus time cycle as specified in 40 CFR §86.133-90 as modified by paragraph III.D.10 (diurnal breathing loss test) of the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles" within an instantaneous tolerance of $\pm 3.0^\circ\text{F}$ and an average tolerance of $\pm 2.0^\circ\text{F}$ as measured by side wall thermocouples. The instantaneous tolerance must also be within of $\pm 5.0^\circ\text{F}$. The control system shall be tuned to provide a smooth temperature pattern, which has a minimum of overshoot, hunting, and instability about the desired long-term temperature profile.

The enclosure shall be of sufficient size to contain the test equipment with personnel access space. It shall use materials on its interior surfaces, which do not adsorb or desorb hydrocarbons, or alcohols (if the enclosure is used for alcohol-fueled vehicles). The enclosure shall be insulated to enable the test temperature profile to be achieved with a heating/cooling system, which has minimum surface temperatures in the enclosure no less than 25.0°F below the minimum diurnal temperature specification. The enclosure shall be equipped with a pressure transducer with an accuracy and precision of ± 0.1 inches H_2O . The enclosure shall be constructed with a minimum number of seams and joints, which provide potential leakage paths. Particular attention shall be given to sealing and gasketing of such seams and joints to prevent leakage.

The enclosure shall be equipped with features, which provide for the effective enclosure volume to expand and contract in response to both the temperature changes of the air mass in the enclosure, and any fluctuations in the ambient barometric pressure during the duration of the test. Either a variable volume enclosure or a fixed volume enclosure may be used for diurnal emission testing.

A variable volume enclosure shall have the capability of latching or otherwise constraining the enclosed volume to a known, fixed value, V_n . The V_n shall be determined by measuring all pertinent dimensions of the enclosure in its latched configuration, including internal fixtures, based on a temperature of 84°F , to an accuracy of $\pm 1/8$ inch (0.5 cm) and calculating the net V_n to the nearest 1 ft^3 . In addition, V_n shall be measured based on a temperature of 65°F and 105°F . The latching system shall provide a fixed volume with an accuracy and repeatability of $0.005 \times V_n$. Two potential means of providing the volume

accommodation capabilities are; a moveable ceiling which is joined to the enclosure walls with a flexure, or a flexible bag or bags of Tedlar or other suitable materials, which are installed in the enclosure and provided with flowpaths which communicate with the ambient air outside the enclosure. By moving air into and out of the bag(s), the contained volume can be adjusted dynamically. The total enclosure volume accommodation shall be sufficient to balance the volume changes produced by the difference between the extreme enclosure temperatures and the ambient laboratory temperature with the addition of a superimposed barometric pressure change of 0.8 in. Hg. A minimum total volume accommodation range of $\pm 0.07 \times V_n$ shall be used. The action of the enclosure volume accommodation system shall limit the differential between the enclosure internal pressure and the external ambient barometric pressure to a maximum value of ± 2.0 inches H_2O .

The fixed volume enclosure shall be constructed with rigid panels that maintain a fixed enclosure volume, which shall be referred to as V_n . V_n shall be determined by measuring all pertinent dimensions of the enclosure including internal fixtures to an accuracy of $\pm 1/8$ inch (0.5 cm) and calculating the net V_n to the nearest 1 ft³. The enclosure shall be equipped with an outlet flow stream that withdraws air at a low, constant rate and provides makeup air as needed, or by reversing the flow of air into and out of the enclosure in response to rising or falling temperatures. If inlet air is added continuously throughout the test, it must be filtered with activated carbon to provide a relatively constant hydrocarbon and alcohol level.

Any method of volume accommodation shall maintain the differential between the enclosure internal pressure and the barometric pressure to a maximum value of ± 2.0 inches of water. The equipment shall be capable of measuring the mass of hydrocarbon, and alcohol (if the enclosure is used for alcohol-fueled equipment) in the inlet and outlet flow streams with a resolution of 0.01 gram. A bag sampling system may be used to collect a proportional sample of the air withdrawn from and admitted to the enclosure.

Alternatively, the inlet and outlet flow streams may be continuously analyzed using an on-line Flame Ionization Detector (FID) analyzer and integrated with the flow measurements to provide a continuous record of the mass hydrocarbon and alcohol removal.

An online computer system or strip chart recorder shall be used to record the following parameters during the diurnal evaporative emissions test sequence:

- Enclosure internal air temperature
- Diurnal ambient air temperature specified profile as defined in 40 CFR §86.133-90 as modified in paragraph III.D.10 of the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles" (diurnal breathing loss test).
- Enclosure internal pressure
- Enclosure temperature control system surface temperature(s)
- FID output voltage recording the following parameters for each sample analysis:
 - zero gas and span gas adjustments
 - zero gas reading
 - enclosure sample reading
 - zero gas and span gas readings

The data recording system shall have a time resolution of 30 seconds and shall provide a permanent record in magnetic, electronic or paper media of the above parameters for the duration of the test.

Other equipment configurations may be used if approved in advance by the Executive Officer. The Executive Officer shall approve alternative equipment configurations if the

manufacturer demonstrates that the equipment will yield test results equivalent to those resulting from use of the specified equipment.

5.2 Calibrations

Evaporative emission enclosure calibrations are specified in 40 CFR §86.117-90. Methanol measurements may be omitted when methanol-fueled engines will not be tested in the evaporative enclosure. Amend 40 CFR §86.117-90 to include an additional subsection 1.1, to read:

The diurnal evaporative emission measurement enclosure calibration consists of the following parts: initial and periodic determination of enclosure background emissions, initial determination of enclosure volume, and periodic hydrocarbon (HC) and methanol retention check and calibration. Calibration for HC and methanol may be conducted in the same test run or in sequential test runs.

- 5.2.1 The initial and periodic determination of enclosure background emissions shall be conducted according to the procedures specified in §86.117-90(a)(1) through (a)(6). The enclosure shall be maintained at a nominal temperature of 105.0°F throughout the four-hour period. Variable volume enclosures may be operated either in the latched volume configuration, or with the variable volume feature active. Fixed volume enclosures shall be operated with inlet and outlet flow streams closed. The allowable enclosure background emissions of HC and/or methanol as calculated according to 40 CFR §86.117-90(a)(7) shall not be greater than 0.05 grams in 4 hours. The enclosure may be sealed and the mixing fan operated for a period of up to 12 hours before the initial HC concentration reading (C_{HCl}) and the initial methanol concentration reading ($C_{\text{CH}_3\text{OH}}$) is taken and the four-hour background measurement period begins.
- 5.2.2 The initial determination of enclosure internal volume shall be performed according to the procedures specified in paragraph I.A.1.3 of the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles". If the enclosure will be used for hot soak determination, the determination of enclosure internal volume shall also be performed based on 105°F.
- 5.2.3 The HC and methanol measurement and retention checks shall evaluate the accuracy of enclosure HC and methanol mass measurements and the ability of the enclosure to retain trapped HC and methanol. The check shall be conducted over a 24-hour period with all of the normally functioning subsystems of the enclosure active. A known mass of propane and/or methanol shall be injected into the enclosure and an initial enclosure mass measurement(s) shall be made. The enclosure shall be subjected to the temperature cycling specified in paragraph III.D.10.1.7 of the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles" (revising 40 CFR §86.133-90(I)) for a 24-hour period. The temperature cycle shall begin at 105°F (hour 11) and continue according to the schedule until a full 24-hour cycle is completed. A final enclosure mass measurement(s) shall be made. The following procedure shall be performed prior to the introduction of the enclosure into service and following any modifications or repairs to the enclosure that may impact the integrity of this enclosure; otherwise, the following procedure shall be performed on a monthly basis. (If six consecutive monthly retention checks are successfully completed without corrective action, the following procedure may be determined quarterly

thereafter as long as no corrective action is required.)

- (A) Zero and span the HC analyzer.
- (B) Purge the enclosure with atmospheric air until a stable enclosure HC level is attained.
- (C) Turn on the enclosure air mixing and temperature control system and adjust it for an initial temperature of 105.0°F and a programmed temperature profile covering one diurnal cycle over a 24 hour period according to the profile specified in paragraph III.D.10.1.7. Of the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles" (revising 40 CFR §86.133-90). Close the enclosure door. On variable volume enclosures, latch the enclosure to the enclosure volume measured at 105°F. On fixed volume enclosures, close the outlet and inlet flow streams.
- (D) When the enclosure temperature stabilizes at 105.0°F ± 3.0°F seal the enclosure; measure the enclosure background HC concentration (C_{HCe1}) and/or background methanol concentration (C_{CH3OH1}) and the temperature (T_1), and pressure (P_1) in the enclosure.
- (E) Inject into the enclosure a known quantity of propane between 2 to 6 grams and a known quantity of methanol in gaseous form between 2 to 6 grams. For evaporative emission enclosures that will be used for testing equipment subject to the standards shown in Table 2-1, use a known amount of propane or gaseous methanol between 0.5 to 1.0 grams. The injection method shall use a critical flow orifice to meter the propane and/or methanol at a measured temperature and pressure for a measured time period. Techniques that provide an accuracy and precision of ± 0.5 percent of the injected mass are also acceptable. Allow the enclosure internal HC and/or methanol concentration to mix and stabilize for up to 300 seconds. Measure the enclosure HC concentration (C_{HCe2}) and/or the enclosure methanol concentration (C_{CH3OH2}). For fixed volume enclosures, measure the temperature (T_2) and pressure in the enclosure (P_2). On variable volume enclosures, unlatch the enclosure. On fixed volume enclosures, open the outlet and inlet flow streams. Start the temperature cycling function of the enclosure air mixing and temperature control system. These steps shall be completed within 900 seconds of sealing the enclosure.
- (F) For fixed volume enclosures, calculate the initial recovered HC mass (M_{HCE1}) according to the following formula:

$$M_{HCE1} = (3.05 \times V \times 10^{-4} \times [P_2 (C_{HCE2} - rC_{CH3OH2})/T_2 - P_1 (C_{HCE1} - rC_{CH3OH1})/T_1])$$

Where:

V is the enclosure volume at 105°F (ft³)

P₁ is the enclosure initial pressure (inches Hg absolute)

P₂ is the enclosure final pressure (inches Hg absolute)

C_{HCE_n} is the enclosure HC concentration at event n (ppm C)

C_{CH3OH_n} is the enclosure methanol concentration calculated according to 40 CFR §86.117-90 (d)(2)(iii) at event n (ppm C)

r is the FID response factor to methanol
T₁ is the enclosure initial temperature (°R)
T₂ is the enclosure final temperature (°R)

For variable volume enclosures, calculate the initial recovered HC mass and initial recovered methanol mass according to the equations used above except that P₂ and T₂ shall equal P₁ and T₁.

Calculate the initial recovered methanol mass (M_{CH₃OH1}) according to 40 CFR §86.117-96(d)(1), as amended March 24, 1993.

If the recovered HC mass agrees with the injected mass within 2.0 percent and/or the recovered methanol mass agrees with the injected mass within 6.0 percent, continue the test for the 24 hour temperature cycling period. If the recovered mass differs from the injected mass by greater than the acceptable percentage(s) for HC and/or methanol, repeat the enclosure concentration measurement in step (E) and recalculate the initial recovered HC mass (M_{HCE1}) and/or methanol mass (M_{CH₃OH1}). If the recovered mass based on the latest concentration measurement agrees within the acceptable percentage(s) of the injected mass, continue the test for the 24-hour temperature cycling period and substitute this second enclosure concentration measurement for C_{HCE2} and/or C_{CH₃OH2} in all subsequent calculations. In order to be a valid calibration, the final measurement of C_{HCE2} and C_{CH₃OH2} shall be completed within the 900-second time limit outlined above. If the discrepancy persists, the test shall be terminated and the cause of the difference determined, followed by the correction of the problems(s) and the restart of the test.

- (G) At the completion of the 24-hour temperature cycling period, measure the final enclosure HC concentration (C_{HCE3}) and/or the final enclosure methanol concentration (C_{CH₃OH3}). For fixed-volume enclosures, measure the final pressure (P₃) and final temperature (T₃) in the enclosure.

For fixed volume enclosures, calculate the final recovered HC mass (M_{HCE2}) as follows:

$$M_{HCE2} = [3.05 \times V \times 10^{-4} \times (P_3 (C_{HCE3} - rC_{CH_3OH3})/T_3 - P_1 (C_{HCE1} - rC_{CH_3OH1})/T_1)] + M_{HC,out} - M_{HC,in}$$

Where:

V is the enclosure volume at 105°F (ft³)
P₁ is the enclosure initial pressure (inches Hg absolute)
P₃ is the enclosure final pressure (inches Hg absolute)
C_{HCE3} is the enclosure HC concentration at the end of the 24-hour temperature cycling period (ppm C)
C_{CH₃OH3} is the enclosure methanol concentration at the end of the 24-hour temperature cycling period, calculated according to 40 CFR §86.117-90 (d)(2)(iii) (ppm C)
r is the FID response factor to methanol
T₁ is the enclosure initial temperature (°R)
T₃ is the enclosure final temperature (°R)
M_{HC,out} is mass of HC exiting the enclosure, (grams)
M_{HC,in} is mass of HC entering the enclosure, (grams)

For variable volume enclosures, calculate the final recovered HC mass and final recovered methanol mass according to the equations used above except that P_3 and T_3 shall equal P_1 and T_1 , and $M_{HC, out}$ and $M_{HC, in}$ shall equal zero.

Calculate the final recovered methanol mass ($M_{CH_3OH_2}$) according to 40 CFR §86.117-96(d)(1), as amended March 24, 1993.

- (H) If the calculated final recovered HC mass for the enclosures is not within 3 percent of the initial enclosure mass, or if the calculated final recovered methanol mass for the enclosures is not within 6 percent of the initial enclosure mass, then action shall be required to correct the error to the acceptable level.

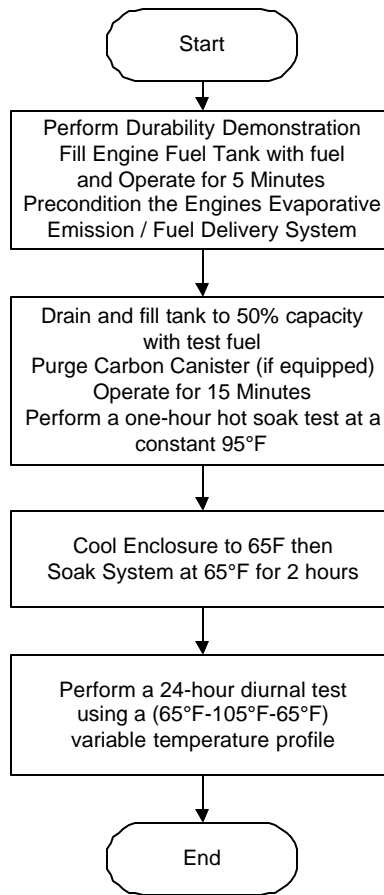
6. TEST PROCEDURE

The test sequence is shown graphically in Figure 1. Methanol measurements may be omitted when methanol-fueled equipment will not be tested in the evaporative enclosure. The temperatures monitored during testing shall be representative of those experienced by the equipment. The equipment shall be approximately level during all phases of the test sequence to prevent abnormal fuel distribution. The temperature tolerance of a soak period may be waived for up to 10 minutes to allow purging of the enclosure or transporting the equipment into the enclosure.

Testing a representative piece of equipment for each evaporative family and comparing the results to the appropriate performance standard determines compliance with requirements of CCR Title 13, Chapter 15, Article 1, Section 2754.

The 24-hour diurnal test sequence is shown in Figure 1.

Figure 1.



6.1 Fuel Tank / Fuel System Preconditioning

The purpose of the preconditioning period is to introduce gasoline into the fuel system and precondition all fuel system components. Precondition the tank and other fuel delivery system components by filling the tank to its nominal capacity with fresh test fuel as specified in Section 7 of these procedures. After filling the tank start the engine and allow it to run at rated speed (unloaded or blade load) for approximately five minutes. Soak the tank and other components at $30^{\circ}\text{C} \pm 10^{\circ}\text{C}$ for not less than 140 days. The period of slosh testing may be considered part of the preconditioning period provided each tank and all fuel system components tested remain filled with fuel and are never empty for more than fifteen minutes over the entire preconditioning period.

As an alternative, accelerated preconditioning of the tank and components can be accomplished by soaking both at an elevated temperature. Precondition the tank and other fuel delivery system components by filling the tank to its nominal capacity with fresh test fuel as specified in Section 7 of these procedures. After filling the tank start the engine and allow it to run at rated speed (unloaded or blade load) for approximately five minutes. Begin soaking the tank and other components at $40^{\circ}\text{C} \pm 2^{\circ}\text{C}$. For engines with fuel tanks that have a nominal wall thickness of not greater than 0.15", soak the tank and all fuel

system components for not less than 30 days. For engines with fuel tanks that have a nominal wall thickness of greater than 0.15" but less than or equal to 0.2", soak the tank and all fuel system components for not less than 60 days. For engines with fuel tanks that have a nominal wall thickness of greater than 0.2" data documenting that the tank and components have reached equilibrium must be provided for tanks soaked less than 140 days.

6.2 Refueling and Hot Soak Test

Following the preconditioning period, drain the fuel tank and refill to 50 percent of its nominal capacity with test fuel. For evaporative emission control systems that use a carbon canister, the canister must be purged following the preconditioning period but prior to initiating the hot soak test. Operate the engine at its rated speed for fifteen minutes. Immediately place the engine in the SHED enclosure preheated to 95°F. Perform a one-hour hot soak test at a constant 95°F.

6.3 Forced Cooling

After the hot soak test, purge the enclosure to reduce the hydrocarbon concentration to background levels. Cool the enclosure to attain a wall temperature of 65°F. After cooling the enclosure to 65°F, soak the engine in the enclosure for two hours at 65°F.

6.4 24-Hour Diurnal Test

Immediately after soaking for two hours at 65°F, perform a 24-hour diurnal test using the temperature profile shown in Table 6-1.

**Table 6-1.
Diurnal Temperature Profile**

Hour	0	1	2	3	4	5	6	7	8	9	10	11	12
(°F)	65.0	66.6	72.6	80.3	86.1	90.6	94.6	98.1	101.2	103.4	104.9	105.0	104.2
Hour	13	14	15	16	17	18	19	20	21	22	23	24	--
(°F)	101.1	95.3	88.8	84.4	80.8	77.8	75.3	72.0	70.0	68.2	66.5	65.0	--

6.5 Calculation of Mass of Diurnal Evaporative Emissions

The calculation of the mass of the diurnal evaporative emissions is as specified in Part III of the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles".

7. TEST FUEL

Evaporative emission test fuel is specified in Part II Section 100.3 of the "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles".

8. ALTERNATIVE TEST PROCEDURES

Test procedures, other than specified above, shall only be used if prior written approval is obtained from the ARB Executive Officer. In order to secure the ARB Executive Officer's approval of an alternative test procedure, the applicant is responsible for demonstrating to the ARB Executive Officer's satisfaction that the alternative test procedure is equivalent to this test procedure.

- (1) Such approval shall be granted on a case-by-case basis only.
- (2) Documentation of any such approvals, demonstrations, and approvals shall be maintained by the ARB Executive Officer and shall be made available upon request.

9. REFERENCES

1. California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, California Environmental Protection Agency, Air Resources Board, El Monte, CA, 2000.
3. California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles, California Environmental Protection Agency, Air Resources Board, El Monte, CA, 2002.
4. 40 CFR Part 86